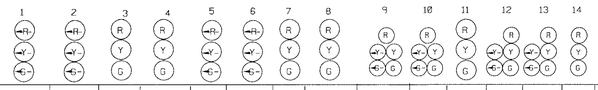
F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	MD			

PHASING SEQUENCE CHART



	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PHASES 1 & 5	G	G	R	R	G	G	R	R	R	R	R	R	R	R
1 & 5 CHANGE	CHANGE TO PHASE 1 & 6 OR 2 & 5 OR 2 & 6													
PHASES 1 & 6	G	G	G	G	R	R	R	R	R	R	R	R	R	R
1 CHANGE	Y	Y	G	G	R	R	R	R	R	R	R	R	R	R
PHASES 2 & 5	R	R	R	R	G	G	G	G	R	R	R	R	R	R
5 CHANGE	R	R	R	R	Y	Y	G	G	R	R	R	R	R	R
PHASES 2 & 6	R	R	G	G	R	R	G	G	R	R	R	R	R	R
2 & 6 CHANGE	R	R	Y	Y	R	R	Y	Y	R	R	R	R	R	R
PHASES 3 & 7	R	R	R	R	R	R	R	R	R G	R G	R	R G	R G	R
3 & 7 CHANGE	CHANGE TO PHASE 3 & 8 OR 4 & 7 OR 4 & 8													
PHASES 3 & 8	R	R	R	R	R	R	R	R	G G	G G	G	R	R	R
3 CHANGE	R	R	R	R	R	R	R	R	G Y	G Y	G	R	R	R
PHASES 4 & 7	R	R	R	R	R	R	R	R	R	R	R	G G	G G	G
7 CHANGE	R	R	R	R	R	R	R	R	R	R	R	G Y	G Y	G
PHASES 4 & 8	R	R	R	R	R	R	R	R	G	G	G	G	G	G
4 & 8 CHANGE	R	R	R	R	R	R	R	R	Y	Y	Y	Y	Y	Y
FLASHING OPERATION	FL R	FL R	FL R	FL Y	FL R	FL R	FL Y	FL Y	FL R	FL R	FL R	FL R	FL R	FL R

INTERSECTION OPERATION

During stage II phase III construction activities the intersection shall continue to operate in a semi-traffic-actuated mode with MD 118 approaches running concurrently and the MD 117 approaches running concurrently. Exclusive left turn phasing will be provided for northbound and southbound MD 118. Concurrent exclusive/permissive left-turn phasing will be provided for east and westbound MD 117.

An eight (8) phase, full-traffic-actuated, solid state digital controller with twelve (12) two-channel loop detector amplifiers with time delay output and all necessary equipment for a Montgomery County signal. The controller is to operate in a Nema eight (8) phase, semi-traffic-actuated mode. MD 118 is assumed to run in a north-south orientation.

This intersection will be interconnected with the Montgomery County computerized signal system.

Special Notes

1. The contractor shall trench all conduits prior to roadway pavement unless otherwise on the plans or in the specifications.
2. Maintenance of traffic will be handled by the contractor utilizing the following standard plates for traffic contol: 105.00, 105.01, 105.02, 105.309, 105.311.
3. The following contact persons for SHA Office of Traffic and District 3 are as follows:

Mr. Paul Armstrong
District Engineer (Acting)
Phone# (301) 513-7311

Mr. Maj Shakib
Asst. District Engineer - Taffic
Phone# (301) 513-7359

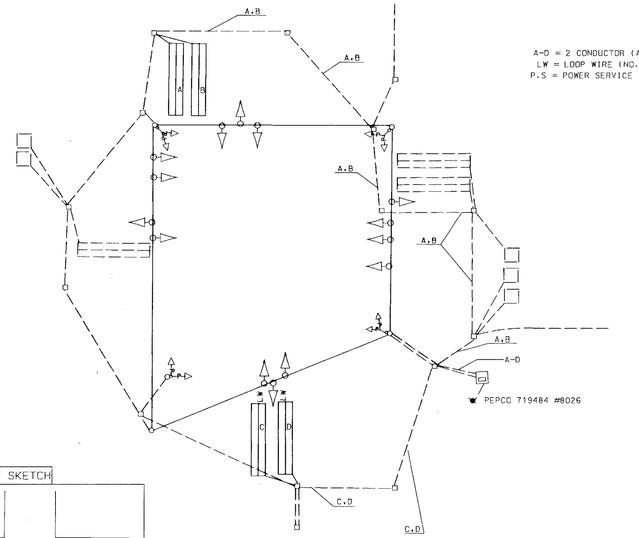
Mr. Carter Wilson
Asst. District Engineer
Phone # (301) 513-7305

Mr. Francis Lauer
Asst. District Engineer - Utilities
Phone # (301) 513 - 7351

Mr. Richard L. Daff Sr.
Chief, Traffic Operations Division
Phone # (410) 787-7630

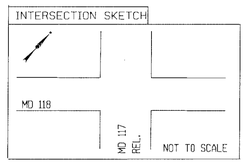
4. The Signal Contractor shall be responsible for terminating all signal cables, excluding interconnect, to the appropriate signal terminals and shall properly label each cable.
5. The Signal Contractor is to route all proposed signal cables to the base of the existing cabinet and properly label each cable. MCDOT forces shall be responsible for the internal wiring of the cabinet.
6. The Signal Contractor is to run interconnect cables to the base of each cabinet and properly tag all cables. MCDOT forces shall be responsible for performing all splicesl and connectionsof the interconnect cables.
7. Interconnect shall be maintained to all traffic signals at all times.

WIRING DIAGRAM



A-D = 2 CONDUCTOR (AL. SHIELDED)
LW = LOOP WIRE (NO. 14 AWG)
P.S = POWER SERVICE (NO. 4 AWG)

INTERSECTION SKETCH



EQUIPMENT LIST

B. Equipment to be furnished and/or installed by the contractor

Item No.	Quantity	Specification Section	Description
	6 EA	814	Relocate existing signal head
	32 SF	813	Relocate signs from existing overhead structure
	1200 LF	810	Loop wire encased in flexible tubing No. 14 A.W.G.
	970 LF	810	Electrical cable 2-conductor (aluminum shielded)
	475 LF	815	Sawcut

CONSTRUCTION DETAILS

6. Install 1" liquid tight, flexible conduit sleeve for detector wire.
7. Install 6'x30' loop detector encased in ¼" flexible tubing, (2-4-2) quadrupole type.
11. Relocate existing signal heads and signs on existing span wire.
16. Use existing handole.
17. Use existing conduit.
23. Disconnect and abandon existing loop detector.
45. Remove existing preformed pavement marking.
46. Install 24" white preformed pavement marking for stop line.
50. Install preformed pavement marking arrow.

TRAFFIC CONTROL PLAN STAGE III/PHASE II

REVISIONS	APPROVALS
	CHIEF, SIGNAL DESIGN SECTION
	ASST. DISTRICT ENGINEER, TRAFFIC
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, OFFICE OF TRAFFIC & SAFETY

DGL
CONSULTING ENGINEERS
COLUMBIA, MARYLAND

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

ORIGINAL DRAWN BY: R. CICCHINI
DES. BY: R. MILSTEAD
CHK. BY:

MD 118 REL AT MD 117 REL
General Information Sheet

LOG MILE # 1501+1797.64 COUNTY: MONTGOMERY

DATE: 12/95 F.A.P. NO.
SCALE: S.H.A. NO. M 969-452-371

TS/FILE NO. 2473-X2-GI

SHEET NO. ____ OF ____